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SUPPLEMENT TO
REPORT NO.

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25X1 ☐ 1. ☐ the status of the locomotive columns parked at Ducherow and Ruednitz had not changed.¹

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25X1 2. a total of 33 empty cabooses, which were used for locomotive brigades, pass through Muellerose railroad station en route from Frankfurt/Oder to Beeskow.²

25X1 3. [redacted] a total of 28,965 tons of coal had been allocated from the state coal reserve to various railroad districts after 3 February.³ In February, 50,101 tons of hard coal were imported from Poland.

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4. [redacted] Rlym type heavy-duty flatcars have a load capacity of 80 tons, six axles, the maximum wheel base being 9.5 meters, a usable length of 14.36 meters, a loading area of 38.3 square meters, an empty weight of 32.220 tons, an open brakeman's cabin, and a platform secured by a tiltable rail. After an exchange of wheel sets, these cars can operate on the Soviet-gauge railroad system. They bear the inscription "This car may only operate on MGS lines". The undercarriages of the cars are manufactured at the Iowa Plant in Goerlitz, their superstructures at the Iowa Plant in Niesky.⁴

5. On 25 February, an order was given to the effect that SSy and Rlym type flatcars were no longer to be dispatched abroad. A special permit of the SCC is required for such cars operating between East Germany and the U.S.S.R. On 4 March, the Soviet transportation control headquarters in Halle ordered that it be informed on the numbers and locations of all Rlym and SSy type flatcars.⁵

CLASSIFICATION

SECRET

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6. [redacted] 142 gondola cars which were acceptable in interchange were to be dispatched daily to Frankfurt/Oder between 7 and 15 March.⁶

7. In a circular of the Erfurt regional railroad headquarters dated 2 March, it was announced that, owing to weaknesses in the roadbeds, the maximum speed for express trains operating in East Germany had to be reduced to 70 km/h.

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8. [redacted]

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9. [redacted]

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[redacted] host a conference of Polish and East German railroad representatives was to be held at Hirschberg (Jelinia Gora) on 10 March. The handling of railroad traffic between East Germany and Poland was to be discussed at this conference.

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[redacted] Soviet transit traffic was to be exclusively directed via Frankfurt/Oder, Kuestrin, Guben and Forst, while the Horka and Goerlitz border stations were to be available for transit traffic between East Germany and Poland.⁸

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10. In early March, [redacted] the reorganization of the East German traffic system was to be discussed at a meeting of the Council of Ministers on 12 March. It was planned to establish a special Council of Traffic, which was to centrally control railroad and shipping operations besides motor traffic. Professor Dr. Reingruber (fnu), at present Minister of Traffic, was to become the chairman of this Council of Traffic.⁹

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11. [redacted]

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1. [redacted] Comment. This information refers to the locomotives of deactivated locomotive columns No 3 at Ruednitz and No. 4 at Ducherow. [redacted] the locomotives at Ducherow were to be employed soon.

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2. [redacted] Comment. These cabooses are used by German railroad personnel handling Soviet transit trains through Poland. About 24 locomotives of deactivated locomotive column No 7 are parked in Beeskow. The dispatch of 33 cabooses to Beeskow indicates that the reserve locomotive parked there may be employed in the near future.

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3. [redacted] Comment. Allocations of coal from the state coal reserve to the East German railroad administration [redacted] The coal quantity mentioned represents about 1 1/3 days' requirements.

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SECRET [REDACTED]

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[REDACTED] 25X1A

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4. [REDACTED] Comment. These data agree with previous information on this type of heavy-duty flatcar, which can carry two heavy tanks. RRYm type flatcars were regularly delivered by the railroad car factory in Nbs sky to the East German railroads. [REDACTED] 25X1A

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5. [REDACTED] Comment. Previously, these heavy-duty flatcars were not to be dispatched to Western countries. [REDACTED] 25X1A

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6. [REDACTED] Comment. It is believed that these gondola cars will be used for increased ore imports from the U.S.S.R.

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7. [REDACTED] Comment. The reduction of express train traffic was also reported [REDACTED] partly supported by documentary evidence. [REDACTED] The measures reported are designed to restrict travel facilities to Berlin and to release locomotives for an increased volume of freight traffic.

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8. [REDACTED] Comment. So far, Soviet transit traffic has been routed through the Scheune-Stettin, Kuestrin, Frankfurt/Oder and Guben border stations, while the Forst, Horka and partly also the Guben border stations were used for transit traffic to Poland. It is believed that Goerlitz will not be available for transit traffic until the beginning of May, because the railroad viaduct over the Neisse River there has not yet been completed. [REDACTED] 25X1

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9. [REDACTED] Comment. An intended reorganization of the East German traffic system was reported previously. For last report, [REDACTED] 25X1A

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10. [REDACTED] Comment. The release of Deputy Director General, Railroads, Metz (fmu) was reported previously. [REDACTED] Metz was in charge of the Rolling Stock Department. 25X1A

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SECRET, [REDACTED]

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